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No. 16,64 號一十四百六千六萬壹第 日五初月七年三統宣 HONGKONG, MONDAY, AUGUST 28th, 1911. 一拜禮 號八十二月八年一十百九千一英港香 PRICE, \$3 PER MONTH.

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REVISED BY THE MEMBERS.
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WE beg to inform our Lady Customers
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[25]

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Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

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HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 28th, 1911.

JAPAN is just now confronted by a problem which, though it may be of a temporary nature, is yet sufficiently serious—so serious, in fact, that the Government has felt called upon to take somewhat drastic measures. The problem is nothing more or less than a remarkable increase in the price of rice. Some time ago a group of speculators on the Tokyo Rice Exchange endeavored to form a corner in rice, and although their efforts were not altogether successful they obtained enough hold on the market to send the price of rice far above the normal level. Under ordinary circumstances, such manipulations would have immediately resulted in an extra inflow of rice from the provinces, which in itself would have sufficed to send prices down. A disquieting fact in the present case, however, is that no such inflow took place, with the result that prices not only maintained their high level, but actually continued to rise. It seemed impossible that a group of speculators operating only in one market should have been able to affect the price of the cereal all over the country, and suspicions were aroused as to whether there were such large stocks of rice in the provinces as was generally supposed. Although the suggestion had never been made before, and is now strenuously denied in some quarters, the authorities began to ascribe part of the abnormal rise in prices to a bad harvest in the preceding year, which had left the country short of rice. Accordingly, by special Ordinance, the import duty on

rice, which under the Statutory Tariff that came into force on the 17th of July had been raised, was again temporarily reduced to its old level, while it was hinted that if this did not improve matters the duty would be suspended altogether. While on the surface this "precaution" seemed a wise one, it was soon shown that its actual effect was practically nil. It was pointed out that the rice merchants would hardly be induced to import rice by a merely temporary reduction of the duty, since by the time the shipments arrived the duty might be restored to its old figure and the merchants thus suffer a heavy loss. Further, for shipments of foreign rice to produce any effect on the market considerable time was necessary, so that the measure of the Government as a temporary expedient for reducing the price of rice was bound to be a failure. Such in effect it was, the result on the market being inappreciable, and prices continuing to go steadily up. Now, as a last resort, the Government has suspended forward transactions on the Tokyo Rice Exchanges, and has warned the remaining four exchanges in the provinces that a similar step will be taken in their cases unless speculation ceases. The result of this stern measure yet remains to be seen. It may be noted that the suspension does not cover spot transactions for cash. The Government's action is looked upon with some degree of complacency, although certain of the Japanese papers express misgivings, and think it would have been better to reduce the freight rates on the commodity on the Government railways, so as to induce the transportation of larger quantities of the cereal to the chief centres. It is pointed out that the closing of the Exchanges, partial though it be, deprives sellers of their chief means of getting rid of their stocks, so that instead of proving a help to increased transactions it will actually prove a hindrance. On the other hand, the authorities hope the measure will cause the speculators to dispose of a large quantity of the rice now in their hands, and thus restore the equilibrium between demand and supply. Even if this follow, however, the restoration of the old quotations for rice is extremely problematical. In view of the smallness of the capital with which the speculators were working and the nature of the commodity in which they were trying to form a corner, it seems reasonable to conclude that there are some other reasons which made the operations practicable. Corners in wheat have been attempted in the West, although always with disastrous effects to the speculator, but a corner in the principal food-stuff in Japan is something quite new, and it may be strongly suspected that in the natural course of events Japan has arrived at the stage where she is no longer able to feed herself. That such a time would come eventually has long been foreseen. While Japan has made great strides as an industrial nation, as an agricultural nation she has stood still, if not actually receded. There was a good deal of truth in the answer of the Japanese statesman who, when asked why Japan was so "backward" in agriculture, replied, "Because we are an agricultural people." All the efforts of the authorities, all the teaching in Agricultural Colleges, all the object lessons on experimental farms, have scarcely moved the Japanese farmer from his old-world methods of agriculture. At the most a few chemical manures have been introduced. During the last twenty-four years the population of Japan has increased by over twelve millions, yet the production of rice has not only not increased, but, in some years, has shown a decrease compared with the production of twenty-four years ago. Yet the Japanese hold foreign rice in poor estimation, and its use is mainly confined to the poor, to whom the difference in price means the difference between starvation and satisfaction. Under these circumstances the rise in the price of rice is not only natural but inevitable, and the wisdom of placing a duty on foreign rice, even though it be merely for purposes of revenue, is open to extreme doubt.

Invitations have been issued by Dr. and Mrs. Harston for the marriage of Miss Gladys Rolton to Captain A. W. Waring, R.A.M.C., at St. John's Cathedral on Monday, September 4. Miss D. Hooper to Mr. J. Macgregor takes place on Wednesday.

Messrs. A. S. Watson & Co., Ltd., have recently added to their list of productions a most palatable and refreshing beverage called Ice Cream Soda. This particular water-bids fair to become most popular, for we are informed that already a great demand for it has sprung up.

A statement of the approximate traffic on the British section of the Kowloon-Canton Railway from 1st to 31st July places the total number of passengers for that period at 21,268. Coaching realised \$7,488.15, while \$478.56 is shown under the heading of goods and \$1,582.22 under the heading Miscellaneous. The total realised for the month was \$9,548.93, which, with the previous total adjusted, brings the grand total of the earnings of the railway to \$112,678.63.

The agenda for to-morrow's meeting of the Hongkong Sanitary Board includes the following items: Letter from Government relative to the Pokfulam water supply; Minute by the President of the Sanitary Board relative to the general surface scavenging and the removal of excremental matters from the larger villages on the island of Hongkong; Minute by the President of the Sanitary Board relative to repairs to certain graves in the Colonial Cemetery; Minute by the President of the Sanitary Board relative to the introduction of small fish in the waters of the Colony to destroy mosquito larvae; Report of the Select Committee relative to the training of nullahs; Report of the Committee re complaints against the city conservancy contractor.

SHIPS AND SHIPPING.

The Douglas steamer *Haiman*, which has been chartered at Saigon to run between that port and Bangkok, left for the French port yesterday.

We learn that an order has been placed with the Taikoo Dockyard and Engineering works for a "Blue Funnel" steamer, about 200 ft in length for the Singapore-Deli run. It is a high compliment to the Taikoo Dock that the ship is to be built without supervision by the firm.

On Saturday the new twin-screw tug, built and engineered by the Taikoo Dock and Engineering Works, for the use of the Dock, made a highly satisfactory trial trip. Her measurements are 154ft. overall by 26ft. x 13ft. 6in. moulded. Her horse-power is 1,400. She is designed on the lines of the most modern salvage and towing vessels and has a large cargo hold for carrying salvage gear. Saturday's trial showed that when opened out she can do 14 knots. A large company was on board, including Mr. J. Reid, the dockyard manager, Mr. R. Mcgregor, local Secretary, Mr. K. E. Greig, chief engineer of the dockyard, and many others prominently identified with the shipping of the port. The tug bears the name *Taikoo*.

THE NEW SEAMEN'S INSTITUTE.

Mr. L. Gibbs, as honorary treasurer of the Seamen's Institute Building Fund, sends us for publication, by instruction of the Committee of the Seamen's Mission to publish, the following statement of accounts in connection with the building of the new Seamen's Institute at Wanchai:

	COST.
Purchase of Land	\$37,800.00
Purchase of Land, Donays & Bowley	75.00
Yik Loong for pulling down old building	550.00
Cost of new building less \$2,758.84 paid directly by the late Sir H. N. Mody	57,045.83
Leigh & Orange, Commission	3,175.53
Furnishing	1,962.37
Sign Board	23.00
Overseer wages	548.03
Cheque books	3.75
Interest at 6 percent to 30 June, 1911	462.79
Crown Rent to 24 June, 1910	264.00
Printing, &c.	12.30
Total Cost	\$101,921.62

RECEIPTS—BUILDING FUND.	
Collected by the late Bishop Hoare, Rev. A. G. Goldsmith and Rev. J. H. Francis	\$11,585.30
Collected on appeal for subscriptions March, 1908	26,285.95
Bank Interest	221.95
Gift of the late Sir H. N. Mody	50,000.00
	\$88,094.20

FURNISHING FUND.	
Collected by Rev. C. E. Thompson	\$1,100.00
Part proceeds garden fête	\$862.37
	1,962.37

BALANCE SHEET.	
Total cost of site, building and furniture	101,921.62
Total receipts	90,056.57
Balance due to H. K. and S. Bank and bearing interest at 6 per cent.	\$11,865.05

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Buelow*, which left here on Wednesday, 23rd inst., 5 a.m., arrived at Shanghai on Friday, 25th inst., 2 p.m.

The P. & O. str. *Palma* is expected to arrive at Penang on the 29th inst., at 7 a.m.

The P. & O. str. *Delta* left Singapore for this port on the 25th inst. at 6.30 p.m. with the outward English Mail, and is due here on the 30th inst. at about 6 a.m.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Singapore for this port on the 25th Aug., and is expected here on the 31st Aug.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 26th inst., at 11 a.m., and may be expected here on or about the 19th prox.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE STRIKE MOVEMENT.

THE ATTACKS ON JEWS.

LONDON, August 26th.

The *Jewish Chronicle* deeply deplores the present attacks on Jews in South Wales, and points out that the causes are obvious. The Jews are largely engaged in business, in which they are keen and assiduous; Welshmen owe them money and are sometimes sued for it; thus creating irritation. The Jews also collect rents, and all this does not improve the feeling towards them. The journal concludes that the Jewish packman is a product of Russian terror—to-day he is attacked in Wales, and to-morrow he may be elsewhere. The oppression by Russia is thus a world-wide oppression.

RIOTING IN WALES.

There was more rioting at Bargoed last night. The police and military dispersed the mob, who did much damage.

LONDON, August 27th.

Owing to the attack on Jews in South Wales numbers of Jewish refugees have arrived at Cardiff, having endured considerable suffering and frightened for their lives.

The rioting at Bargoed and Gilfach continues. It is described as a guerilla warfare against the police and the infantry.

Two Jewish shops were burned at Senghenydd.

The *Telegraph's* special correspondent as the result of a lengthy inquiry says that the tales of extortion are absolutely devoid of truth.

WORK RESUMED AT LIVERPOOL.

LATER.

The Liverpool Strike Committee has ordered all strikers, including the dockers, to resume work to-day.

All the disputes at Liverpool are now settled. The shipowners, stavedores and porters reached a satisfactory agreement this afternoon.

LATER.

At a Labourite meeting held at Trafalgar Square it was resolved to protest against the Government employing military during strikes. The demonstration was poorly attended and there was considerable dissension.

BIG DIAMOND ROBBERY.

LONDON, August 26th.

It is reported from Paris that a diamond merchant travelling from Paris to Antwerp was robbed of diamonds to the value of £7,000 by two men hustling him in a train.

TEST CRICKET.

LONDON, August 26th.

The M.C.C. has invited Vine to accompany the English Cricket Team to Australia.

Warner has accepted the captaincy of the English team.

THE ST. LEGER.

LONDON, August 26th.

The betting for the St. Leger is as follows:—

11 to 8 against King William.

4 to 1 against Lycaon.

6 to 1 against Prince Palatine.

CANADIAN POLITICS.

LONDON, August 26th.

The *Times'* correspondent at Toronto states that Sir Wilfrid Laurier, speaking at St. Eustache, Quebec, said that every vote for the Nationalist leader, Mr. Bourassa, was a vote for Mr. Borden and a twenty-five million dollar tribute for the strong boxes of London. He declared that he was not an Imperialist, or an anti-Imperialist, but was a Canadian first and always.

LATER.

Reuter's correspondent at Ottawa telegraphs that the Canadian electoral campaign has been narrowed down to a straight party fight, there being practically no opposition to reciprocity on the part of the Liberal candidates.

Sir Wilfrid Laurier will retire if defeated.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FRANCE RECOGNISES PORTUGUESE REPUBLIC.

LONDON, August 26th.

A Paris message states that President Fallieres has congratulated President Arrago of Portugal on his election.

France has recognised the Republic.

FRANCE AND GERMANY.

LONDON, August 26th.

The French Government has unanimously approved the Foreign Minister's instructions to M. Jules Cambon, French Ambassador at Berlin, regarding territorial compensation to Germany in the Congo in exchange for an absolute recognition of France's rights in Morocco.

LATER.

Reuter learns that the era of conversations concerning Morocco will be succeeded next week by what may be regarded as negotiations, both France and Germany knowing what is likely to be offered and given in return.

LONDON, August 27th.

The French Press is optimistic regarding the latest Franco-German negotiations. It is believed that Germany is not yet entirely satisfied with France's offer of compensation, but it is hoped that the differences will soon disappear.

A SHIPPING MYSTERY.

LONDON, August 25th.

The newspapers give prominence to the seizure by the authorities of so-called "mystery ships," two steamers, one at Erit and the other at Barrow. The fittings of the ships are said to suggest that they were intended to carry cargoes of war material. Numerous conjectures are being made as to their intended destination, which, it is generally believed, is South America. The newspapers are urging consultation (with the South American Republics?).

THE BLACK PERIL.

LONDON, August 26th.

The recrudescence of lynching in the United States, coupled with the "Black peril" incidents in South Africa, is attracting attention, according to the *Daily Express*, of American and British statesmen, who regard this as a grave question.

THE INDIAN CRICKETERS.

LONDON, August 27th.

The all-Indian Cricket Team drew with Lancashire.

AMERICAN RAILWAY DISASTER.

LONDON, August 27th.

Thirty-one are known to have been killed by the derailment of a train on the Le High Valley Railroad between Manchester and New York.

THE WRECKED "FIFESHIRE."

MORE RESCUES.

LONDON, August 27th.

The Messageries Maritimes steamer *Adour* reports having picked up a drifting boat in which were a number of the crew and passengers of the *Fifeshire*. On the evening of the wreck the officer said there were three other boats drifting. The *Adour* searched for three days and rescued another with twenty-seven persons on board in an exhausted condition. The same evening the Captain's boat, containing twenty-four, was picked up. There was a strong monsoon and a rough sea at the time.

JAPANESE CHANGE OF MINISTRY.

LONDON, August 27th.

The *Times* says that though the resignation of Count Katsura was perhaps inevitable, the change in the premiership may be regarded with some anxiety. Count Katsura directed the policy of Japan with conspicuous success, and his successor, though possessing many brilliant gifts, lacks his experience.

The *Times* urges the Saionji Ministry, if it wishes to achieve success at the elections, to devote its energies to financial reform.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ROUND THE WORLD.

LONDON, 27th August.

Under the auspices of Paris journals a man named Jagers Schmidt has completed a tour round the world in 392 days, which is a record.

THE U.S. TARIFF.

LONDON, 27th August.

President Taft, speaking at Seamount, Massachusetts, said that when the Tariff Board issued its report on wool and cotton in December he would recommend to Congress the revision of both schedules.

ANOTHER NEGRO LYNCHED IN PENNSYLVANIA.

LONDON, 27th August.

The authorities at West Chester, Pennsylvania, have arrested eight men and boys in connection with the lynching of a negro at Coatesville.

The victim while trying to escape was beaten back into the flames with fence rails.

AUTOMOBILE DISASTER.

LONDON, August 27th.

In an automobile race at Elgin, Illinois, Mr. Buck was travelling at the rate of 65 miles an hour when the car overturned.

The chauffeur was crushed to death and Mr. Buck has also succumbed to the injuries he received.

GUN TO DESTROY AIRSHIPS.

LONDON, August 27th.

A Washington dispatch states that naval experiments have been made with a naval gun to destroy aeroplanes.

It proved accurate to a height of 10,000 feet to an angle of 85 degrees.

THE LONGEST DAY'S FLIGHT.

LONDON, August 27th.

At Chalons-sur-Marne, Helles flew 750 miles in 15 hours, winning the Michelin Cup.

This is the longest flight made in any one day.

GRIMSBY TRAWLERS FOR JAPAN.

LONDON, August 27th.

Japanese agents have bought four Grimsby steam trawlers and have engaged Grimsby fishermen to introduce their methods of trawling into Japan.

MOTOR DISASTER IN ENGLAND.

LONDON, August 27th.

A motor brake with thirty-three passengers on board ran away at Consett in Durham and collided with a tree. The motor was smashed to atoms, ten people were killed, and several were injured.

LAWN BOWLS.

A friendly match between Kowloon and Taikoo was played at King's Park on Saturday afternoon and resulted in a win for the home team by the narrow margin of two points.

THE TOKYO-YOKOHAMA CANAL.

A charter has been granted to the Tokyo-Yokohama Canal Company, mooted by Mr. Okada and other promoters, and the prospectus will be issued early next month. The charter is said to cover the first portion of the programme, the cost of which is estimated at 5,000,000 yen. The promoters confidently believe that it is possible to declare a 10 per cent. dividend on completion. The plan comprises a scheme for cutting a canal across Haneda Point and the shore at Kawasaki, extending for 22,700 feet in length. The width of the canal will be 90 feet and it will keep a depth of 8 feet at normal tides. It is predicted that the canal will greatly facilitate junk traffic between the capital and Yokohama by eliminating the dangers of the voyage off Haneda Point.

PREVALENCE OF APPENDICITIS.

At the sitting of the annual conference of the British Medical Association, in London, on July 28, Dr. Gordon Lloyd, Professor of Surgery in the University of Birmingham, in the course of an address on surgical operations, dealt with the increasing prevalence of appendicitis. The professor estimated that in England and Wales alone 2,276 persons died during last year from this disease, and that in the United Kingdom 40,000 operations for appendicitis were performed. With respect to general surgical operations Professor Lloyd estimated that 60,000 were annually performed by the medical profession without fee or reward.

RANDOM REFLECTIONS.

Local politics have been fairly interesting in Hongkong during the week. The principal question has been what to do with the surplus from the Coronation Celebrations Fund, and not a few suggestions have been forthcoming. It is said that in the multitude of counsellors there is wisdom, but the gentleman responsible for the proverb might have truthfully said that there is also a good deal of arrant nonsense. Powerful appeals have been made on behalf of several worthy objects, and it has even been suggested that the money might be divided proportionately between the subscribing communities, but my own opinion is that the object for which the money was subscribed should not be overlooked. We celebrated the coronation, but we have only a perishable memory of it, and it seems to me that something of public utility ought to be provided as a permanent memorial of the historic event. Doubtless the public meeting to be held to consider the disposal of the surplus will have some ideas on the subject. One suggestion I have heard that has not been mentioned hitherto in the newspapers, is that it should be devoted to the Public Library in the City Hall.

I don't know whether it be the fate of the Sanitary Board that is making the unofficial members of the Legislative Council particularly jealous of their rights, but whatever be the cause they showed on Thursday that they had their own ideas as to the procedure to be observed in dealing with measures presented for legislative enactment. Probably all of them are in hearty approval of the Ordinance introduced, but any suggestion of coercion or rushing is distasteful to the unofficial phalanx, and so it is that we had the display of opposition on Thursday which was as instructive as it is unusual. It was perhaps unfortunate that the Colonial Secretary did not make an explanation of the reasons actuating the Government in wishing the Bill carried through all its stages that day. It would have cut short a few speeches at the fountain-head.

Even the fact of adding another meeting to an already long session did not seem to worry the unofficial members, busy men though they be, and apparently they will enjoy another adjournment next Thursday. That should finish the session for perhaps about six weeks, by which time the Council should be summoned to consider the Estimates. That session should be a short one, as His Excellency will wish to get through all the legislative work before he leaves for the Coronation Durbar at Delhi.

When I made the observation at the beginning of this month that August enjoyed a considerable immunity from typhoons I was taken to task by a correspondent who quoted figures to cast doubt upon the accuracy of my remark. Well, I am in the happy position of being able to say, "I told you so." With the exception of the signals being hoisted for three or four days prior to the passing of the typhoon which nearly came our way, and for about twelve hours this last week-end, we have not seen the signals at all this month, and it looks as if we are going to enjoy the complete immunity which I suggested.

The resourcefulness of the Hongkong police was demonstrated the other day when two Chinese who had been before the Magistrate and were ordered to be placed in the stocks found themselves called upon to carry the stocks in which they were to be exhibited down to the scene of their misdemeanour. Usually the stocks are carried by coolies, but on this occasion none were available, and by the time the culprits got down to the level it was safe to assume that they had little dignity left.

At a dinner party last week a Japanese guest sought to ingratiate himself with a neighbour who hailed from the north of the Tweed by talking about "Scottish farmer-very honest and simply." He must have been reading an old book, as that type of man seems to be as extinct as the dodo.

Have you heard the story of the golf match between St. Andrew and St. Patrick? It appears in an editorial footnote in the *Fiel*—a footnote to a letter in which a golfing marvel is related. St. Andrew held a terrific putt, 70 yards long or more, on the green of the Long Hole Out on his home course, leaving his opponent with a slightly shorter pitch out of the whins for a half. He promptly said, "Now, Pat, none of your blooming miracles!"

The new moon gave those on launch parties an opportunity of turning the loose coins in their pockets, but apparently few of the wishes were realised at the Gymkhana on Saturday, and there was quite a lot of waste paper as usual. Moonlight picnics are being arranged again, and if the weather remains settled there should be some enjoyable outings during the next seven or eight days.

Hongkong, with its get-rich-quick population, ought to be interested in the wonderful talisman called *Kawacha* which comes from Calcutta. By wearing it round the neck one will be endowed with immense health and vigour and is sure to get rich within the shortest possible time. Nay, more, if a man wears one of these wonderful talismans, he will be made "happy and blessed and be surrounded by a merry group of children and a beautiful and faithful wife." But that is not all. Its use is guaranteed to bestow upon the wearer success in horse races, litigation and examinations.—All this, for one rupee and four annas. Who would be poor when he can attain affluence by the expenditure of less than a dollar? The ladies, too, are invited to invest if they wish to become "happy, sweet, and the glory of households." To read a notice like the one just before me makes one wonder how many millions of fools there must be in the world.

RODERICK RANDOM.

THE FOURTH GYMKHANA.

The fourth meeting of the Hongkong Gymkhana Club was held at Happy Valley on Saturday afternoon. The attendance was not so large as usual, but this may have been due to the exceptionally warm weather. There were good entries for each of the six items on the programme, and in some of the races close and exciting finishes were witnessed. The Pari-Mutuel and the Cash Sweepstakes, as usual, a hive of industry, and both paid out some substantial dividends. The K.O.Y.L.I. band was in attendance, and played a pleasing programme of music during the afternoon. Only one mishap occurred during the meeting, and that was in the Ladies' Nomination Race, when Mr. H. Humphreys was thrown from his pony. He was promptly on his feet again, however, and fortunately escaped injury. Patrons and officials of the Club are:

Patrons: His Excellency Sir F. J. D. Lugard, G.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir A. L. Wintle, R.N., K.C.B.; C.V.O., C.M.G.; His Excellency Major-General C. A. Anderson, C.B.; Commodore J. C. Eyles, R.N.

Committee: The Stewards of the Hongkong Jockey Club (Ex-Officio), Messrs. H. P. White, H. J. Gedge, Hon. Mr. C. H. Ross, Messrs. C. G. Mackie, G. K. Hall Brutton and Capt. Agg, K.O.Y.L.I.

H. E. Major-General Anderson, Judge; C. G. Mackie and Capt. Hughes, Handicappers; Capt. Agg, Clerk of the Scales; Mr. H. J. Gedge, 1st Starter; Mr. C. G. Mackie, 2nd Starter; Mr. M. S. Sassoon, Time Keeper; Mr. R. F. C. Master, Hon. Sec. and Treasurer.

Results of events follow:—
FIVE FURLONGS FLAT RACE.—For Subscription Grifflins of any Season which have not won at this Season's Club Gymkhana and have not run in the Gymkhana Stakes at this Season's Gymkhana. Weight for ages as per scale. Jockeys who have won more than 3 Official Races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. 1st Prize: Presented. 2nd Prize \$25. (Entrance fees to go to winner.)

Mr. T. S. Forrest's Alacrity, 154 lb, 5 lb penalty (Mr. Gegg) 1
Mr. Hickman's Raffles, 152 lb (Mr. David) 2
Captain H. K. Hughes' Tickey, 155 lb (Mr. Jervois) 3
Mr. M. D. Bishop's Sonny Jim, 152 lb (Mr. Seth) 0
Mr. Evelyn's Mustard, 155 lb (Mr. Lewis) 0
Mr. Ellis Kadoorie's Matchless Chief, 155 lb (Mr. Master) 0
Surgeon W. H. Hastings' Auchinboldy, 152 lb (Owner) 0

Seven ponies faced the starter in the first event on the programme, and went away to a poor start. Tickey took the lead and led the field into the straight, but was overhauled in the final stages by Alacrity and Raffles, the former winning the race by a neck, while Raffles defeated Tickey for second place by a couple of lengths.

Time—1 min. 19 1/5 secs.

PARI-MUTUEL \$11.70
CASH SWEEP.
1. Ticket No. 33 \$126
2. " " 14 36
3. " " 17 18

GYMKHANA STAKES.—Value \$100. Distance One Mile. For all China Ponies. Catch weights at 10st 6lbs. Winners of an open race or open Griffin race or Ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5lbs extra. Non-winning Subscription Grifflins allowed 5lbs. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5lbs. A Cup called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the Pony on a side. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulate up to 15 lbs. Entrance fee \$5. 2nd Prize: \$25. (Half entrance fees to go to winner.)

Mr. H. P. White's Lachine, 149 lb (Mr. Master) 1
Messrs Hughes and Jervois' Faroumis, 151 lb (Mr. Jervois) 2
Mr. Hickman's Kerry, 146 lb (Mr. David) 3
Mr. James' Brushwood Boy, 146 lb (Mr. Monk) 0
Mr. D. M. Ross' Glegarry, 151 lb, 5 lb penalty (Mr. Gegg) 0
Surgeon W. H. Hastings' Oil King, 151 lb (Owner) 0
Mr. Ellis Kadoorie's Arcadian Chief, 146 lb (Mr. Seth) 0
The flag fell to a good start, Lachine taking the lead, with Brushwood Boy in second place. Passing the golf stand Brushwood Boy was superseded by Glegarry, who followed close in Lachine's wake until the straight was entered. Then Faroumis and Kerry came to the fore, the former challenging the leader. But his staying power was not sufficient, and Lachine won by about three lengths, while Faroumis beat Kerry for second place by a length.

Time—2 min. 03 secs.
PARI-MUTUEL \$12.70
CASH SWEEP.
1. Ticket No. 41 \$248.85
2. " " 39 71.10
3. " " 16 35.55

TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China Ponies, and composed of any three Members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition, and at the conclusion of the

Season a Trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is, say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate Trophy two at least of the Members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each Gymkhana.

The Committee of the Gymkhana Club will appoint a Judge who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any Judge appointed the Committee shall appoint a substitute.

1. Mr. M. H. Logan's team, comprising Messrs. G. C. Moxon and R. F. C. Master, 15 points.
2. Captain Brierley's team, comprising Messrs. Lawder and Bishop, 14 1/2 points.
3. K.O.Y.L.I. "A" team, 12 1/2 points.
On previous points scored Captain Brierley's team has still a lead of 23 1/2 points.

PARI-MUTUEL \$18.33
CASH SWEEP.
1. Ticket No. 77 \$229.95
2. " " 58 65.70
3. " " 98 32.95

THREE-QUARTER MILE FLAT RACE. HANDICAP.—For all China Ponies. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented. 2nd Prize \$25. (Entrance fees to go to winner.)

Mr. H. P. White's Lachine, 160 lbs (Mr. David) 1
Mr. Gedge's The Worm, 158 lb (Mr. Master) 2
Mr. D. M. Ross' Glegarry, 165 lb, 5 lb penalty (Mr. Gegg) 3
Mr. Downham's Chibby, 150 lb (Mr. Lewis) 0
Mr. Daddell's Dorando II, 162 lb (Mr. Seth) 0
Glegarry sprang into the lead at the start, with The Worm second and Lachine third, Chibby and Dorando II being badly left. Glegarry made the pace as far as the village bend, where The Worm drew level, while Lachine lay close behind. Entering the straight The Worm was in the van, but was soon overtaken by Lachine, whose staying powers were not inconvenienced by his previous run, and he won the race with lengths to spare, while The Worm defeated Glegarry by a couple of lengths.

Time—1 min. 33 secs.
PARI-MUTUEL \$10.50
CASH SWEEP.
1. Ticket No. 58 \$327.60
2. " " 18 93.60
3. " " 102 52.92

LADIES' NOMINATION. THREE FURLONGS SCURRY.—For China Ponies. Subscription Grifflins of any season and bond *de jure* Polo Ponies certified as such by the Secretary Hongkong Polo Club and which have been regularly played prior to the 9th August, 1911. Catch weights 152lbs. Winners of races including races on off day and at all Gymkhana of this and previous years of one race 7lbs extra, of two races 14lbs extra and of three or more races 21lbs extra. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5lbs. Ponies to be nominated by a Lady.

Mr. C. J. Aston's James, nominated by Miss Edwards, 157 lb, 5 lb penalty (Mr. Gegg) 1
Mr. Hickman's Raffles, nominated by Miss Hoske, 152 lb (Owner) 2
Major W. M. Withycombe's Trocra, nominated by Mrs. Withycombe, 152 lb (Owner) 3
Mr. M. D. Bishop's Sonny Jim, nominated by Mrs. Bishop, 152 lb (Owner) 0
Mr. H. A. Low's The Ramp, nominated by Miss Shelton Hooper, 152 lb (Mr. Jervois) 0
Captain N. Mallinson's Baluchi Chief, nominated by Mrs. Hamilton, 154 lb, 2 lb over (Mr. Gegg) 0
Mr. Evelyn's Mustard, nominated by Mrs. Shelton, 159 lb (Mr. Lewis) 0
Mr. H. Humphreys' Seared, nominated by Mrs. Humphreys, 159 lb (Owner) 0

The field of nine went away to a good start. James taking premier position and never relinquishing it until the race was won. He was challenged by Trocra in the home run, but made good use of his lead, and the latter pony was beaten by Raffles for second place.

Time—44 1/5 secs.
PARI-MUTUEL \$9.70
CASH SWEEP.
1. Ticket No. 88 \$374.85
2. " " 26 107.10
3. " " 94 53.55

ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China Ponies. Jockeys who have won more than 3 official races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented. 2nd Prize: \$25. (Entrance fees to go to winner.)

Mr. James' Brushwood Boy, 155lb (Mr. Monk) 1
Mr. Hickman's Kerry, 148lb (Mr. David) 2
Surgeon W. H. Hastings' Oil King, 154lb (Owner) 3
Mr. D. M. Ross' Tomahawk, 160lb, 5lb penalty (Mr. Gegg) 0
An excellent race was witnessed between the four starters in this event. With the fall of the flag Tomahawk took the lead, but was soon passed by Brushwood Boy, who was in the van passing the stand for the first time. Tomahawk being second, Kerry third and Oil King fourth. The order was the same until the rock was reached, when Tomahawk again went to the front and the field closed. Brushwood Boy led the way into the straight where he was challenged by Kerry, but failed by half a length to make good. Half a length separated the second pony and Oil King, who ran third.

Time—2 min. 45 1/5 secs.
PARI-MUTUEL \$26.40
CASH SWEEP.
1. Ticket No. 22 \$466.20
2. " " 73 133.22
3. " " 50 66.60

CANTON.

(FROM OUR OWN CORRESPONDENT.)

August 25th.

THE NEW TARTAR GENERAL.

The newly appointed Tartar General, Fung Shan, is evidently going to set on the principle of the new broom that sweeps clean. He has expressed his intention of bringing with him his own military officers and of entirely remodelling the Canton Manchus Guards. For this purpose he has applied to the Board of War for a very considerable sum of money. The Board has replied that while thoroughly in sympathy with the General's aims, no money can possibly be spared and he is advised to apply to the Kwangtung Provincial Treasury for the requisite funds. He is not likely to get any money from that source, as the Treasury is in very straitened circumstances and can barely provide enough money to meet current expenses. It looks therefore as though the Manchus guards will have to remain as they are for some time unless a special tax is levied. The Government is not likely to take such a step, however, for in the present state of unrest existing here the imposition of such a tax would prove a highly dangerous proceeding.

THE VICEROY.

It is reported here that the Cantonese in Peking are preparing to denounce Viceroy Chang to the throne on account of his attitude toward the Macao boundary question. He is considered to have shown a lack of ability and energy in dealing with this matter, which charge put into plain words possibly means that the Cantonese think he is not sufficiently anti-foreign to suit their hot-headed designs. For the last two weeks somewhat disquieting rumours have been heard regarding China and the Portuguese Settlement, and so far as I can hear most of the natives think that an attack on the Settlement will be made in the near future. It appears that a good many troops have been sent into the Heung Shan District lately, and this movement has been construed to mean preparation for an attack, whereas it is most probably a wise precaution to keep the turbulent Heung Shan-ites from doing some rash action that would in all likelihood lead to serious results. The less rabid of the Cantonese praise the Viceroy for his care in suppressing anything like a hostile demonstration against the Portuguese, but it is not to be denied that the presence of the Lusitanians in Macao is the thorn in the flesh to the Cantonese, and the sooner the vexed question of the boundary is settled the better for both parties.

THE LOTTERY MONOPOLIST.

So Ping Shu, the late lottery monopolist, has been in prison for a very considerable time owing to his inability to pay the Government the money he owes to the Treasury. Lately he has been sending petitions to all the high officials praying for his release, and in consequence the Viceroy has instructed the Treasurer, the Education Commissioners and the Taotai of Industries to review the evidence against the prisoner and to report their opinion as to whether he ought or ought not to be released. The money owing to the Treasury due to this man's mismanagement is said to be well over a million dollars, and he is also indebted to the Tai Tsing Bank for a large sum.

TO CHECK CHAIN-FIGHTING.

As all residents of this province know, one of the greatest evils existing therein is the continuous chain-fighting that prevails throughout the whole of Kwong Tung. Many of these feuds are generations old, and the authorities seem quite powerless to stop this interminable strife, although from time to time severe punishments have been imposed on the offenders. The cause of the trouble is usually wells, water courses and right of way across fields, and these feuds are the means of many lives being lost annually. A most sensible suggestion has been made by the committee of the Fong-Pin Hospital, and that is, that a Conciliation Board should be formed to whom all disputes between the various clans should be submitted for arbitration. It is likely that very much good might be done in this way, if only the clans could be persuaded to use this means of settling their differences, but it is doubtful if they would. It must be remembered that the Kwong Tung villager is very different from his town-dwelling compatriot. He is far behind him in civilization, and the primal passions of mankind are very strong within him, and, this being the case, he would most likely prefer to fight than adjust his differences by any other method. The pity is that the Government does not take this great evil more seriously in hand, but the fact of the matter is that the authorities are unable to wield any extensive power outside the walls of Canton.

THE RAILWAY QUESTION.

Although not quite so much in the public mind as before, the railway nationalization question still occupies the attention of many. It will be remembered that the proposal of Government is to refund to shareholders sixty per cent. of their holdings at once and the remaining forty per cent. to be redeemed (without interest) some time in the future. The Board of Communications sent one of its members, a man named Lung, a native of Shun Tak, to make enquiries regarding public opinion here. Lung reported to the effect that the remaining forty per cent. ought to be repaid by regular instalments together with reasonable interest within the next four years. The Board considers the proposal inadvisable and accuses Deputy Lung of trying to show favouritism to his fellow provincials.

QUELLELESS MEN ARRESTED.

The following shows that queleless persons are still held in great suspicion by the authorities. A day or two ago a man engaged in house numbering near the temporary residence of Admiral Li reported that in one house several

young queleless men were living and that the house contained no female inmates. Police were sent to the house and the young men were all arrested. A brother of one of them who came to offer bail was also arrested. Up to the time of writing no trial has been given these men and it would appear that the only cause for their arrest was the fact that they were minus the national "tail." It is proceedings like these that show very plainly the fear under which the officials are at present living.

SERIOUS FLOODS.

News comes from all districts near the river of abnormal rises in the height of the water. In Kwong Sai the Si-kiang is said to be higher than it has been for fifteen years and the river is still rising. In Canton itself many of the streets are flooded at high-tide to a depth of two feet, and yesterday unless one was in a chair it was impossible to get from Sha Kei into the Western Suburbs and the river was within a few inches of the top of the embankment. Most of the sewers under the streets are choked and useless, and so the water has no chance to run off, but, of course, nothing is ever done to remedy this wretched state of affairs.

THE PHILIPPINES AND RUBBER CULTIVATION.

The proposal made in the Manila Merchants' Association to defray the expenses of Mr. A. W. Prantch while on a trip to the United States for the purpose of interesting capital in Philippine rubber and coconut planting is a move in the right direction, says the *Observer*. For several months past a few individuals here have been agitating the question of rubber planting in the Islands. Considerable data has been gathered together in one way or another concerning the industry and the feasibility of introducing it here. Enough investigation by experts from various bureaux of the government and by private individuals who know somewhat of rubber culture has satisfactorily determined that the Islands are well suited for rubber culture and that the country offers great opportunity for those interested in growing rubber. The time has now come when some definite step should be taken toward inducing capital to come to the Islands and invest in rubber. Every year that goes by without planting delays that much longer the revenues and increase of commerce the Islands might enjoy from a well developed rubber industry.

Mr. A. W. Prantch has made a notable advance in behalf of the rubber propaganda. He has given his time unstintingly to investigation and experimentation in the interest of the rubber industry here, and is perhaps better equipped than any other man in the Islands to make an appeal on this question to capitalists in the United States who would be likely to invest in the industry if the facts and conditions were properly put to them by someone who knew what he was talking about. Mr. Prantch has made an exhaustive study of the rubber industry in the British possessions on the Asiatic coast by personal inspection and of rubber plantings elsewhere, through pamphlets, and other publications. He has also engaged to some extent in rubber planting in the Philippines, and has made a survey of the most parts of the archipelago, with a view to locating rubber plantations, and is prepared to present the possibilities to be found here in a practical, businesslike way. We predict that, if the proposition to have him go to the United States is carried out, the result will be the immediate investment of American capital in the planting of rubber in the Philippines.

But this is only a part of the good that Mr. Prantch can do the country if he is sent on the proposed mission. He can go prepared to present the coconut industry as well as many others, and to correct the vast amount of misinformation about the Islands that has been sowed broadcast in the United States in past years. The proposition to send Mr. Prantch to the States in the interest of the rubber planting propaganda will be a definite side-move in the much discussed boosting campaign. We hope that the necessary arrangements can be made for carrying out this scheme, and also that things will soon begin to move in the matter of the larger promotion plan outlined by the Governor-General, in his recent speech, and advocated by President Springer of the Merchants' Association.

CHIEF SECRETARYSHIP OF THE FEDERATED MALAY STATES.

It is officially notified that the Secretary of State for the Colonies has approved the appointment of Mr. E. L. Brockman, C.M.G., to be Chief Secretary to Government F.M.S., in succession to Sir Arthur Young, K.C.M.G.

Mr. Brockman was appointed acting Governor on the departure of Sir John Anderson in April, his substantive appointment being Colonial Secretary, which he assumed in February last. Consequently the change will involve the appointment of another Colonial Secretary, the duties at present being carried out by the Hon. A. H. Lemon. Mr. Brockman has twenty-five years' service to his credit, having been appointed a cadet in 1886. He arrived in Singapore the following year, since when he has held numerous offices in the Straits and F.M.S. services, including the acting Resident-Generalship, acting British Resident, and British Resident, Fuhang, British Resident, Negri Sembilan; Colonial Secretary, Straits Settlements, and Acting Governor. He has been attached to various departments in the Dindings, Bukit Mertajam, Penang, Kuala Lumpur and Singapore.

MILITARY PREPARATIONS IN MANCHURIA.

The Chinese army is now spoken of as sixty Divisions. We presume that this means three Divisions each for the eighteen provinces of China proper and two Divisions each for the Three Eastern Provinces, that is to say, Manchuria. Viceroy Chao is reported to have memorialized the Throne for the addition of one Brigade to the troops having their headquarters at Kirin, and one Brigade to the forces guarding the country between Harbin and Yunnan. So far as the Viceroy's programme is concerned it is evident that he has in mind the protection of the Mongolian and Korean frontiers, but it is very interesting to find that his programme speaks of sixty Divisions as though that figure were definitely fixed. The Chinese, contrary to their custom, have hitherto succeeded in observing strict secrecy with regard to the constitution of the units of their new army, but it may be assumed that the present Minister of War is faithful to German models. At all events it will be no exaggeration to estimate the strength of a Division on a war footing at 20,000 men of all arms, which would give about a million and a quarter for sixty Divisions. With such a force China would be at once from military insignificance to a position of a great belligerent Power. It is impossible to understate the significance of this programme, or to doubt that it is directed equally against Russia and Japan.—*Japan Mail*

STORY OF LION SHOOTING.

YOUNG DUTCHMAN'S PLUCKY ACT IN EAST AFRICA.

The remarkable feat of killing seven lions and wounding two others with ten shots fired within ten minutes is causing considerable excitement among sportsmen in British East Africa, says a Central News message from Mombassa. This was the achievement of a young Dutchman, Mr. Postma, the son of a clergyman of the Transvaal Reformed Church, and who is only 21 years of age.

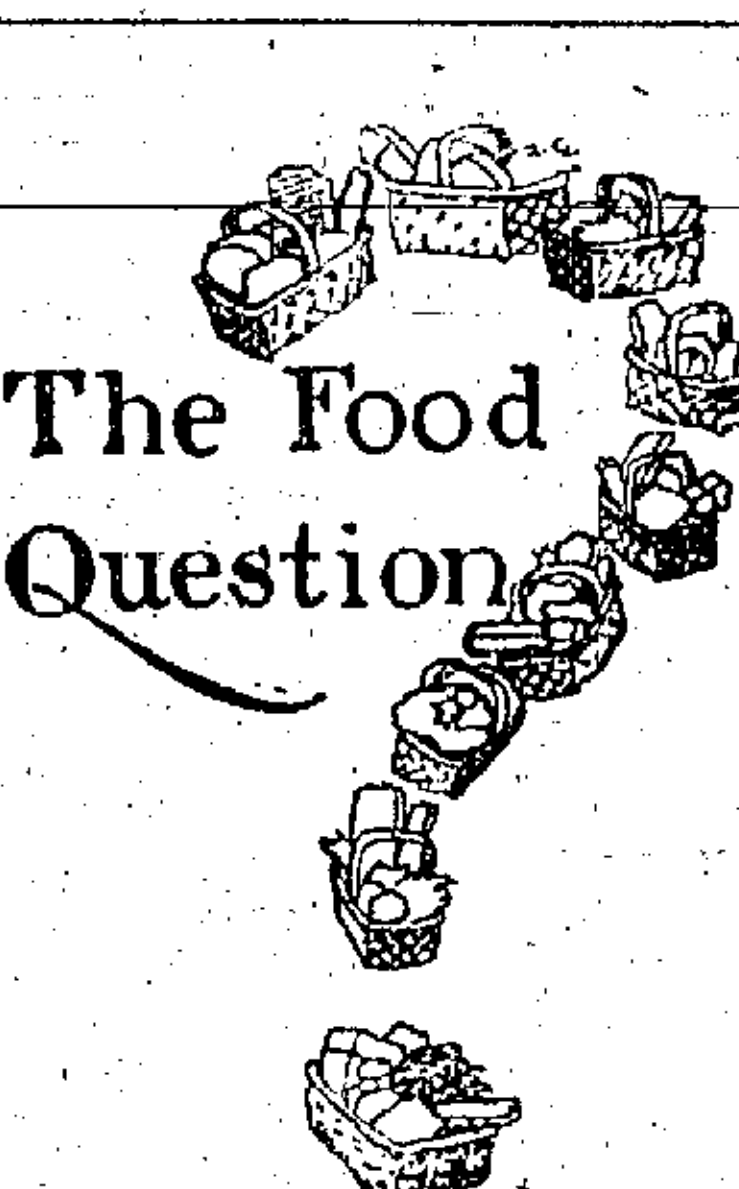
Young Postma had been sent by Mr. Russell Barker, of Kibong Valley, with a wagon and oxen into the Gansio Nyiro district. He was accompanied by two natives. At dawn Postma and the wagon reached a little stream known as Deep Dale. No sooner had the oxen been turned loose than they were attacked by nine lions.

Postma jumped on to the wagon, caught up his rifle, and opened fire on the beasts, which had already killed one of the oxen. Less than ten minutes later three lions and four lionesses lay dead on the ground, the nearest but 14 yards away. The remaining two, badly wounded, had made away.

CHANNEL SWIMMER'S BAD LUCK.

Jabez Wolfe, the Glasgow swimmer, who left Suez on the morning of July 21 in an attempt to swim the Channel, had to give up just before midnight when within a mile of St. Margaret's Bay. He had made a magnificent struggle for 15 hours, and his bad luck was due to adverse tides. The latter part of the swim was illuminated by searchlights from Dover. This was Wolfe's 20th attempt, and was made on the 20th anniversary of Capt. Webb's great feat. The Glasgow man's nearest approach to success was on August 5, 1907, when, after 15 1/2 hours in the water, he had to give up less than three-quarters of a mile from the French shore.

INTIMATIONS



EVERYTHING

OF THE

BEST:—

PROVISIONS,

WINES

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THE Company's Steamship

"VORWAERTS," Capt. Danneker, will be despatched as above on WEDNESDAY, 27th Sept.

This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELER & Co. Agents, Prince's Buildings, Hongkong, 28th August, 1911. [3]

WANTED.

AN ASSISTANT COSTS CLERK. Preference given to Applicants with previous experience. Apply—

DEACON, LOOKER & DEACON, 1, Des Vaux Road, Hongkong, 14th August, 1911. [1039]

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WANTED, position by a GERMAN, over ten years' experience in Export and Import Trade in Canton, Hongkong and Shanghai. Replies will be treated strictly private. Apply—

"COMERCIANTE," Care of "Daily Press" Office, Hongkong, 14th August, 1911. [1027]

THE ESTATE OF the late MR. CHOW CHUNG HOWE, Deceased.

NOTICE IS HEREBY GIVEN that Creditors of the above Estate are requested to send in particulars of their respective Claims against the same to the Undersigned on or before the 21st day of September, 1911, after which all further Claims will be excluded. Creditors, failing to send in their Claims in time, do so at their own Risk.

CHOW CHOW MOON, Agent for Choo Lim Sze, Administratrix of the above Estate, No. 35, D'Aguiar Street, Hongkong, Hongkong, 21st August, 1911. [1053]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, mailed direct to you for 10/- Write to-day.

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BROWN, JONES & Co., 41, Morrison Hill Road.

METAL AND PORCELAIN WREATHS, CROSSES, ANCHOUS, HEARTS and GLASS CASES from \$5.00 up. MEMORIALS, new designs in stock. Telephone 423. Hongkong, 1st June, 1911. [776]

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THE CHINA OVERLAND TRADE REPORT

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INTIMATIONS

THE ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the ROYAL HONGKONG GOLF CLUB will be held at the CLUB HOUSE, HAPPY VALLEY, at 6.30 P.M. on WEDNESDAY, the 30th August, 1911, for the purpose of considering and (if thought fit) passing the following Resolution, viz.:— That the Committee be and they are hereby authorised to raise a sum of money as may be decided upon and for the purpose of securing the same to issue debentures bearing interest at 5 per cent. per annum and charged upon the undertaking and general assets of the Company, to be in such form and to contain such provisions as the Committee may deem expedient. Dated this 19th day of August, 1911. By Order, G. CLOSE, Lt. Col., R.E., Hon. Secretary, Hongkong, 22nd August, 1911. [1057]

CONCERT.

A GRAND PROMENADE CHARITY CONCERT, on behalf of the family of the late Private W. F. TAYLOR, Infantry Company, Hongkong Volunteer Corps, will be held at the Volunteer Parade Ground, on SATURDAY, the 2nd September, 1911, at 9.15 P.M.

Tickets \$2 and \$1 can be obtained from Messrs. KELLY & WALSH, or from VOLUNTEER HEADQUARTERS. By kind permission of Lieut. Colonel L. A. H. HAMILTON and Officers the Band of the 1st K.O.Y.L.I. will attend. Hongkong, 15th August, 1911. [1036]

CORONATION FUND SURPLUS.

A MEETING of Subscribers to above Fund will be held in the Committee Rooms at the Supreme Court on TUESDAY, 5th September, at 5.15 P.M.

F. T. PIGGOTT, Chairman, General Committee, Hongkong, 26th August, 1911. [1073]

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 125. Hongkong, 27th January, 1910. [408]

SIEN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE Consultation Free. Hongkong, 21st September, 1905. [479]

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SOLE PROPRIETORS OF TAKASIMA, OCHI, MURABE, YOHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO SHINNEW and KAMITAMADA. Collieries AGENTS FOR KISHIDAKE AND SAKITO Coals. HEAD OFFICE—MARUNOUCHI, TOKYO.

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For Particulars, apply to Y. SHIBUYA, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 10th August, 1911. [636]

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Documents translated from or into Classical or Colloquial Chinese.

AUCTION

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 28th day of August, 1911, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Conduit Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years. [1054]

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Feet.	Area in Sq. Yards.	Area in Sq. Meters.	Area in Hectares.	Area in Gals.	Area in Liters.
1054	Conduit Road, Hongkong.	100 feet by 100 feet.	1.0	10,000	12,100	2,580	1.0	22,000	2,580

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GODOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate. Apply to—

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TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [116]

TO LET.

OFFICES on Ground and First Floor in Chater Road. Very central position.

No. 7, DUDDELL STREET, 1 Godown. "KELLET CREST," No. 66, PRAK. No. 9, BEACONSFIELD ARCADE (Shop).

THE EYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD. No. 57, PRAK GRANDE, Macao. FOR SALE—TWO CRUISE, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 16th August, 1911. [118]

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply—CHATER & MODY, Hongkong, 31st March, 1911. [121]

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Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [114]

TO LET.

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TO LET.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 14th August, 1911. [113]

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For 6 " 3 " " "
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GEORGE HOGG, Manager, No. 9, Queen's Road, Central, Hongkong, 21st February, 1911. [966]

THE YOKOHAMA SPECIE BANK, LIMITED.

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TAKEO TAKAMICHI, Manager, Hongkong, 25th August, 1911. [441]

THE CHARTERED BANK OF AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 13th HEAD OFFICE—LONDON.

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RESERVE FUND ... £1,625,000
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WM. DICKSON, Manager, Hongkong, 2nd May, 1911. [148]

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For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager, Hongkong, 24th January, 1911. [12]

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C. WOLDRINGH, Manager, No. 8, Des Vaux Road Central, Hongkong, 15th August, 1909. [24]

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HONGKONG OFFICE: 3, Des Vaux Road. Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. SUZURABARA, Manager, Hongkong, 1st May, 1911. [659]

BANKS

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RESERVE FUNDS ... \$15,000,000

Gold \$15,000,000
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N. J. STABB, Chief Manager, Hongkong, 21st August, 1911. [19]

THE MERCANTILE BANK OF INDIA, LIMITED.

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SUBSCRIBED ... £1,250,000
PAID UP ... £562,000
RESERVE FUND ... £325,000

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F. C. MACDONALD, Acting Manager, Hongkong, 14th July, 1911. [938]

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

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NORDEUTSCHER LLOYD, BREMEN-IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "COBLENZ," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 9.30 A.M.

All Claims must reach us before the 1st Sept., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents, Hongkong, 21st August, 1911. [5]

NORDEUTSCHER LLOYD, BREMEN-IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "BUELOW," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 29th Aug. at 9.30 A.M.

All Claims must reach us before the 3rd Sept., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents, Hongkong, 22nd August, 1911. [5]

RUBBER SHARES.

SINGAPORE QUOTATIONS.

ON 28th AUGUST, 1911.

[Messrs. L. VALL AND EVATT'S LIST.]

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SHANGHAI SHARE QUOTATIONS.

ON 16th AUGUST, 1911.

[J. P. Bisset & Co's List.]

COMPANY. PAID UP. QUOTATION.

Hanks—

Hongkong & Shanghai 125 3040, buyers

National of China 125 3040, buyers

Russo-Chinese 125 3040, buyers

Insurance—

Union Society C'n 100 3040, buyers

North-China 100 3040, buyers

Yangtze Assurance 100 3040, buyers

China Fire 100 3040, buyers

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A CASE OF OVER-INSURANCE.

THE "GUNFORD" JUDGMENT.

Probably no judgment given of recent years has contained more interesting matter for marine underwriters than that of the House of Lords in the case of the *Gunford*. The hearing was an appeal from a decision of the Court of Session, Scotland, which at the time aroused a good deal of comment, because it was claimed that the decision, if upheld, would prove prejudicial to the best interests of both shipowners and underwriters.

Briefly, the ship *Gunford* was wrecked on the Brazilian coast in 1907, while bound from Hamburg to Santa Rosa, and as the result of a Board of Trade inquiry the master's certificate was suspended for two months, and the cargo was considered that the insurances were excessive. A large proportion of the underwriters denied liability, and pleaded *inter alia* that there was concealment by the assured of the following material facts—namely, that a captain had been appointed who had not been to sea for 22 years and had had his certificate suspended for six months for losing his last ship; that the ship consequently was unseaworthy; and that in addition to insuring a vessel worth £10,000 for the sum of £15,500, the assured had effected honor or disbursement policies for £11,000, so that a loss would be highly advantageous to him. A prominent London underwriter gave evidence on behalf of the Institute of London Underwriters that the facts not disclosed were material, but the Judge held that the assured was not bound to disclose them, and gave judgment in favour of the assured. So strongly did the whole London market feel on the subject that the underwriters of 17 leading companies signed a declaration that in their opinion the facts alleged to have been concealed were "very material facts which would influence an underwriter in deciding whether he would accept the risk at all, or if he did accept the risk, in accepting it at an increased rate." From Edinburgh the case was carried to Westminster, and now the underwriters, of whom very active representatives appear to have been very active of the Thames and Mersey Company, are in the happy position of receiving a judgment in their favour.

CONCEALMENT OF EXCESSIVE INSURANCE. At first sight underwriters may feel a little surprised at some of the arguments delivered. They were neither on the question of concealment of material facts as to the captain, nor on the question of seaworthiness, but they did win on the point of concealment of excessive insurance. It was stated that the actual value of the hull was £2,000, and that the freight to be earned was £2,500, of which half had been paid in advance and was set at risk so that it was easy to account for £11,500. The insurance effected on the hull amounted to £19,000, but it should be noted that underwriters accepted this valuation with their eyes open, and therefore would scarcely expect sympathy if they had to pay away this amount in a total loss claim. In addition £5,500 was effected on freight, though only less than half that amount appears to have been at risk. £4,600 was placed on "disbursements," and on the master's effects £200, bringing the total insurances up to £25,800. The insurances on disbursements were effected P.P.I., that is to say, "without further proof of interest than the policy itself."

Hitherto it has not been customary for brokers to disclose to underwriters on hull the total amount effected P.P.I., but the moral of the present judgment seems to be that where the disclosure must be made. There has been a crop lately of Board of Trade inquiries, and in several of them the Court has referred to the fact that underwriters no doubt were aware that the values on the hull were excessive and took the risk, charging a high premium which they deemed sufficient to cover all contingencies. It is of course, greatly to the interest of underwriters that owners should stand in the anomalous position of standing to place in the hands of the broker and the judgment of the broker, a policy which would do much good by clearing the air. In the past when losses under peculiar circumstances occurred and insurances were heavy underwriters might well claim that they were innocent parties, but in future all the trump cards are to be laid on the table, and it will be for them to decide if the conditions of the game are fair.—*The Times*.

CALCUTTA AND THE THACKERAY CENTENARY.

The Thackeray Centenary roused Calcutta to the pride of possession, and the Thackeray Dinner, writes a correspondent, was quite a thing in the history of Calcutta. The happy possessors of the mementoes are to be seen in the hands of the men and women of Calcutta, and they are cards worthy of the occasion. They were designed by Mr. F. A. Scallion of the Geological Survey of India, the centre having a bust of Thackeray surrounded by a wreath of laurels, and in each corner a sketch taken from one of Thackeray's books. At the Calcutta dinner while the Chief Justice of Bengal was in the chair, the Thackeray Club at the Thackeray Dinner given by the Thackeray Club to the Brothers of the Charterhouse the Lord Chief Justice of England was to be the guest of the evening. A bust of Thackeray has arrived in Calcutta and was on view at the house of Mr. Justice Stephen before being removed to the Museum, to the Victoria Memorial Room. It is a life-like bust, instead of the closed lids an associate with marble the eyes are wide open, and have a strangely alive and unassuming look most unusual in statuary.

It is peculiarly appropriate that on the eve of the Centenary two new Thackeray manuscripts should be brought to light and that one of them should be called *Cockney Travels*. Calcutta may claim Thackeray, but it is not really "in the picture," though born so many leagues from the sound of Bow Bells he will always be a cockney of cockneys. Probably the friends of the reader and lovers of Thackeray asked where he was born would say unhesitatingly London—not Calcutta; and if asked with which place one associated him one would unhesitatingly say the Charterhouse. The school, it is true, is no longer in London, but the Charterhouse of the Brothers is still left, a most perfect oasis of peace and rest in the heart of busy London and a more fitting place for the spirit of Thackeray to haunt than Calcutta.

Thackeray, it is true, on entering the gates of the Charterhouse one seems to go back through the years away from the turmoil of this 20th century, and as one sits under the old mulberry-tree on the lawn one almost involuntarily looks round for Thackeray, forgetting that he, like Colonel Newcome, has said his last Adieu.

INTIMATION.

MARK THIS.—If every man, when he bought a Typewriter, knew what his Typewriter would be worth "FIVE YEARS AFTER," no man would ever buy anything but a REMINGTON.

SIEMSEN & Co.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA AND FORMOSA.



[533-2]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000

i.h.p., Comdr. A. Lowndes, Weihaiwei.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns,

7,000 i.h.p., Captain E. B. Kiddle,

Weihaiwei.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p.,

Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut.

Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 i.h.p. Lieut.

Comdr. J. V. Barker, Yangtze.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,

i.d. Comdr. H. Lyne, Hongkong.

Cherub, water tank and tug, 390 tons, i.h.p. 340,

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMANGK	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILIWONG	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
YORK BUILDINGS, 1st Floor.
HONGKONG, 28th August, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS DATE OF SAILINGS.
COPENHAGEN and BALTIC PORTS "YEDDO" About 20th Sept.
SHANGHAI, YOKOHAMA, KOBE and MANILA "CANTON" About 17th October.

For Freight and Further Particulars, apply to
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
YORK BUILDINGS Top Floor.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

Steamers	Tons	Captain	To Sail on or About
SUVERIC	11,000	F. B. Cowley	5th September.
KUMERIC	11,000	G. B. McGill	3rd October.
LUCERIC	11,000	J. Mathie	25th October.
HERCULES	7,000	R. Wilkenson	10th November.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
KING'S BUILDING, PRINCE CENTRAL.
TELEPHONE No. 780.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:	FROM COLOMBO:
16th September.	5th October.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG:	FROM CALCUTTA:
Frequent sailings	1st and 15th September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC"	3,000 tons	to be despatched End December.
S.S. "KATANGA"	5,600 tons	to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, 28th August, 1911.

AVERAGE MARKET PRICES.

August 28th, 1911

The Prices are given in Dollar Cent.

Beverage Market.

Moi Lung Pa Yau—Beef, sirloin

and prime cut .. lb. 20

Ham Ngau Yau—Canned Beef .. 20

Shiu Ngau Yau—Canned Beef .. 20

Ngau Nam—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

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THE FUTURE CONSUMPTION OF RUBBER.

August 28th, 1911

The Prices are given in Dollar Cent.

Beverage Market.

Moi Lung Pa Yau—Beef, sirloin

and prime cut .. lb. 20

Ham Ngau Yau—Canned Beef .. 20

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Ngau Yau—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

THE FUTURE CONSUMPTION OF RUBBER.

August 28th, 1911

The Prices are given in Dollar Cent.

Beverage Market.

Moi Lung Pa Yau—Beef, sirloin

and prime cut .. lb. 20

Ham Ngau Yau—Canned Beef .. 20

Shiu Ngau Yau—Canned Beef .. 20

Ngau Nam—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

Ngau Yau—Beef of Beef .. 20

SHIPPING

ARRIVALS.

CHIPPING, British str., 1,199, P. Mooney, 26th August—Tientsin 29th Aug., General—China.

CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 26th August—Foolchow 23rd August, General—Ouka Shoon Kaishan.

DAONG, Norwegian str., 882, P. Solverson, 26th August—Hongkong 24th August, Coal—Angard, Thoresen & Co.

EASTERN, British str., 2,272, F. W. Hood, 26th August—Sydney 3rd August, General—Gibb, Livingston & Co.

HAIMUN, British str., 647, A. H. Stewart, 26th August—Swatow 25th August, General—Douglas, Lapraik & Co.

HARON, French str., 1,200, G. Bouchier, 26th August—Pakhoi 27th Aug., General—A. R. Marly.

KAISHING, British str., 1,143, H. E. Lever, 26th August—Macao 23rd August—Butterfield & Swire.

KWANGTAI, Chinese str., 1,536, Stewart, 27th August—Shanghai 24th Aug., General—C. M. N. Co.

LIANAN, British str., 25th August—Canton.

PONGTONG, German str., 998, W. Botsford, 27th August—Hongkong 16th August, Rice and Teakwood—Butterfield & Swire.

RHINFAEL, German str., 3,522, B. Woyhansen, 25th August—Hamburg 26th July, General—Hamburg-Amerika Linie.

VLADIMIR, Russian str., 3,197, Skalsky, 27th August—Shanghai 22nd Aug.—Melchers & Co.

ZAPATON, American str., 1,410, M. C. Smith, 26th August—Manila 23rd Aug., General—Shevan, Tomes & Co.

DEPARTURES.

26th August.

HARON, British str., for Saigon.

KAISHING, British str., for New York.

LIANAN, British str., for Manila.

PHANANG, German str., for Bangkok.

SEANG CHON, British str., for Singapore.

SIBERIA, American str., for Keelung.

SUNDA, British str., for Shanghai.

27th August.

BRIGAVIA, German str., for Singapore.

CHOSHUN, British str., for Shanghai.

DAONG, Japanese str., for Swatow.

GOLDMOUTH, British str., for Singapore.

LIANAN, British str., for Shanghai.

MARDANAN, Japanese str., for Miki.

RHINFAEL, German str., for Yokohama.

TELEMACHUS, British str., for Saigon.

SHIPPING REPORT.

The American str. *Zapaton* reports: Fine weather.

The British str. *Eastern* reports: Fine weather throughout and smooth sea.

PASSENGERS.

ARRIVED.

Per *Kongtshai*, from Shanghai, Mr. J. C. Fletcher, Mr. Shun and Mr. Chang.

Per *Eastern*, from Sydney for Hongkong, Miss Marshall, Mrs. A. O. Lang, Mr. and Mrs. W. Nardin, for Shanghai, Rev. and Mrs. W. H. Sears and Rev. John Gibbs, for Kobe, Mr. Retallack and Mr. S. Nelson, from Townsville for Kobe, Mr. R. Stewart, for Yokohama, Mr. W. D. Sullivan, Mr. H. W. Korten and Mr. L. H. Davis.

DEPARTED.

Per *Haining*, for Swatow, Dr. Holson, Mr. A. Dune and Mr. A. Friedland, for Amoy, Mrs. M. Stienzer, Misses Stienzer and Howland, for Swatow, Messrs. J. Quin, W. McCulloch and Maitland.

Per *Siberia*, for San Francisco and way ports, Mrs. C. E. Caradon, Mr. A. J. Hillbert, Mr. and Mrs. H. M. Wheeler, Miss J. Angus, Messrs. A. C. Watts, B. McCloskey, S. W. Hewitt, Y. Butindag, Jose Lorenza, Wm. F. Pack, Mrs. R. V. Hedges, Miss R. E. Nicolet, P. G. Vidal, M. Tagawa, Mr. and Mrs. J. Struthers, Mr. S. A. Francisco, Mr. A. Mandana, Mr. C. L. Johnson, Mr. and Mrs. G. H. Wakeman, Mr. O. E. Lantzhausen, Mr. Chas. Denbigh, Rev. Fr. Deventer, Fander, Rev. Fr. Francisco Nodal, Mrs. M. Tiddell, infant and nurse, Mr. and Mrs. A. E. Bigelow, child and infant, Mr. A. D. Caradon, Bishop J. J. Carroll, Miss M. Agnus, Messrs. R. H. V. Donmore, E. Sims, Wm. H. Lewis, J. Pasak, Lient and Mrs. A. Mueller, U.S.A., Mr. G. Y. Chium, Col. J. B. Ballinger, U.S.A., Miss A. B. Maynard, Mr. B. C. Butler, Miss S. Goodfellow, Mr. T. K. Songis, Mr. R. Marai and servant, Miss I. Struthers, Messrs. E. Tointhina, A. V. Gas, A. Ezra, A. N. Appleford, Miss C. Dubock, Mr. W. C. Maruo, Mr. Rice, Mrs. I. Tangye, Rev. Fr. M. Pena, Mr. and Mrs. C. H. Crocker, Mr. D. Hansen, Mr. M. Ito, Mr. J. M. de Villa and Miss Florence Lond.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship

"ROERIC,"

Will be despatched for the above Ports FRIDAY, the 15th September.

For Freight and Passage, apply to ARNHOLD, KARBBERG & Co., General Agents.

Hongkong, 22nd August, 1911. [1059]

ON SALE.

MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival as well as their destinations, of the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 6th February, 1911.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT/APPLY TO	TO BE DESPATCHED
LONDON, ROTTERDAM & ANTWERP	CARNARTHENSHIRE	Brit. str.	—	It. L. Daniel	JARDINE, MATHESON & Co., Ltd.	To-morrow.
LONDON & ANTWERP VIA SINGAPORE	ARCADIA	Brit. str.	—	S. Eardham	P. & O. S. N. Co.	On 2nd Sept., at Noon
LONDON & ANTWERP VIA SINGAPORE	SARDINIA	Brit. str.	—	G. J. Caldwell	P. & O. S. N. Co.	About 6th Sept.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	FURST BULOY	Ger. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 20th Sept.
HAVRE, ROTTERDAM & HAMBURG &c.	FURST BULOY	Ger. str.	—	Bahlo	HAMBURG-AMERICA LINE	On 14th Oct.
HAVRE, BREMEN & HAMBURG &c.	AMERICA	Ger. str.	—	Eldtmann	HAMBURG-AMERICA LINE	On 20th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	—	Habal	HAMBURG-AMERICA LINE	On 31st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	RHEINFELT	Ger. str.	—	Weyhansen	HAMBURG-AMERICA LINE	On 15th Sept.
HAVRE, BREMEN & HAMBURG &c.	SUEVIA	Ger. str.	—	Kessau	HAMBURG-AMERICA LINE	On 23rd Sept.
COPENHAGEN & BALTIC PORTS.	YEDDO	Swed. str.	—	—	—	About 20th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	HIBANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TANGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 13th Sept., at D'light
NATIE GENOA ALGIERS GIBRALTAR & SOUTHAMPTON	PRINZ LUDWIG	Aut. str.	—	F. von Binzer	MELCHERS & Co.	About 6th Sept.
TRIESTE, &c., VIA SINGAPORE, &c.	VORWARTS	Aut. str.	—	R. Dannecker	SANDER, WIELER & Co.	On 27th Sept.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	KATUNA	Am. str.	—	—	—	About 5th Sept.
ROSEBURY	ROSEBURY	Am. str.	—	—	—	On 15th Sept.
YANCOOVER, B.C. SEATTLE & PORTLAND, &c.	SUEVIC	Brit. str.	—	F. S. Cowley	ARNHOLD, KARBBERG & Co.	On 5th Sept.
YANCOOVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 12th Sept., at Noon
YANCOOVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	1 m.	E. Beetham	CANADIAN PACIFIC R. Co.	On 12th Sept., at Noon
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	SEATTLE MARU	Jap. str.	—	S. Tomimaga	OSAKA SHOSHEN KAISHA	On 6th Sept., at 11 A.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th Sept., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	CHIRICO MARU	Jap. str.	—	E. Street	OSAKA SHOSHEN KAISHA	On 16th Sept., at 11 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 1st Sept., at 1 P.M.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	CHIRICO MARU	Jap. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 8th Sept.
PORTLAND VIA JAPAN	HYOJA	Nor. str.	—	Erind Meyer	TOYO KAISEN KAISHA	On 15th Sept., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	PORTLAND & ASIATIC S.S. Co.	On 1st Sept., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st Sept., at Noon
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 9th Sept., at Noon
KOBE & YOKOHAMA	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 31st inst., at 11 A.M.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	F. Breuning	MELCHERS & Co.	About 19th Sept.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 30th inst., at Noon
NAGASAKI, KOBE & YOKOHAMA	TATTOO	Dut. str.	—	V. Zwart	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.
MEXICAN, PERUVIAN & CHILEAN & JAPAN	BUYO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 14th Oct., at Noon
CHEFOO & TIENTSIN	KUICHOW	Dut. str.	1 m.	P. Voregth	BUTTERFIELD & SWIRE	On 1st Sept., at 4 P.M.
CHIFSHING	CHIFSHING	Dut. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 1st Sept., at 4 P.M.
RHEINFELT	RHEINFELT	Ger. str.	—	—	HAMBURG-AMERICA LINE	To-day.
CHOSHUN	CHOSHUN	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
BOMBAY MARU	BOMBAY MARU	Jap. str.	—	J. Teranaka	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
CHINHUA	CHINHUA	Brit. str.	1 m.	Beason	P. & O. S. N. Co.	On 31st inst., at 5 P.M.
DELTA	DELTA	Brit. str.	—	E. P. Martig, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 1st Sept., at Noon
NANSANG	NANSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd Sept., at M'night
ANHUI	ANHUI	Brit. str.	—	Th. Stollberg	MELCHERS & Co.	About 6th Sept.
GRINER	GRINER	Brit. str.	—	H. W. A. Clark, R.N.R.	P. & O. S. N. Co.	About 7th Sept.
PALMA	PALMA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	About 14th Sept.
ASSAYE	ASSAYE	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	About 17th October.
CANTON	CANTON	Swed. str.	—	J. B. v. Damm, J.R.M.	OSAKA SHOSHEN KAISHA	Quick despatch.
TUPANAS	TUPANAS	Dut. str.	—	—	TOYO KAISEN KAISHA	On 30th inst., at 10 A.M.
CHOSHUN MARU	CHOSHUN MARU	Jap. str.	2 h.	J. S. Runch	DOUGLAS LAPRAIK & Co.	To-morrow, at 1 P.M.
HAITAN	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 1st Sept., at 1 P.M.
HAICHING	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 5th Sept., at 1 P.M.
YARING	YARING	Brit. str.	1 m.	Pennafather	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YUENANG	YUENANG	Brit. str.	1 m.	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 4 P.M.
TEAN	TEAN	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept., at 2 P.M.
LOONGSANG	LOONGSANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 9th Sept., at 2 P.M.
RUBI	RUBI	Am. str.	—	Teak	JARDINE, MATHESON & Co., Ltd.	On 5th Sept.
HAKATA MARU	HAKATA MARU	Jap. str.	—	S. Crosby	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
TAIHAH	TAIHAH	Dut. str.	—	K. Soyeda	SHEWAN, TOMES & Co.	To-morrow, at 1 P.M.
SINAH	SINAH	Brit. str.	1 m.	J. P. Scholtz	NIPPON YUSEN KAISHA	On 9th Sept., at 2 P.M.
CATHERINE APCAR	CATHERINE APCAR	Brit. str.	—	F. Jamieson	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.
DOERSANG	DOERSANG	Brit. str.	—	L. C. Townesend	BUTTERFIELD & SWIRE	To-morrow, at 8 A.M.
SINANG	SINANG	Ger. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
BORNEO	BORNEO	Ger. str.	1 m.	J. Robinson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SI-KIANG	SI-KIANG	Freu. str.	—	F. Sembill	MELCHERS & Co.	Middle of Sept.
				E. de Catalano	MESSAGERIES MARITIMES	On 30th inst., at 9 A.M.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF INDIA" Sat., 2nd Sept. "EMPRESS OF JAPAN" Sat., 23rd Sept. "MONTEAGLE" SATURDAY, 14th Oct. "EMPRESS OF INDIA" Sat., 4th Nov.

From Quebec. "ALLEN LINE" FRIDAY, 29th Sept. "EMPRESS OF IRELAND" Fri., 30th Oct. "EMPRESS OF BRITAIN" Fri., 1st Dec.

Steamships leave HONGKONG at 6 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £43 £45. and 1st Class Railway £43 £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" or rise Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents, or for further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG," Capt. F. v. Binzer	18,300	Wednesday 6th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GNEISENAU," Capt. Th. Stollberg	16,000	About 6th Sept.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. Klugkist	6,750	9th Sept. Daylight.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. F. Breuning	6,000	About 19th Sept.
KUDAT and SANDAKAN	"BOENKO," Capt. F. Sembill	5,000	Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th August, 1911.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"CATHERINE APCAR,"

Captain L. C. Townsend, will be despatched for the above Ports TO-MORROW, the 29th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 25th August, 1911. [1064]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Capt. R. L. Daniel, will be despatched as above TO-MORROW, the 29th inst., at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rates.

A Doctor and Stewards are carried, and all Cabins are fitted with Electric Fans.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th August, 1911. [1015]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA,"

Captain S. Barham, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 2nd Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s "MONGOLIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 14th Oct. 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 21st August, 1911. [1]

HONGKONG-BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast)

"KATUNA" On or about 5th Sept.

For freight and further information apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 15th August, 1911. [1037]



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAPIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 30th Aug. 4 P.M.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 9th Sept. 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 22nd August, 1911. PHILIPPINES S.S. Co. [13]

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"RYGJA"	3,823	Erind Meyer	On 1st September.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to FRED J. HALTON, AGENT.

KING'S BUILDING, (Opposite Blake Pier).

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRES, ROPES, RIVETS AND METAL SPECIMENS.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

10-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS, BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	5 P.M. 30th Aug.	Freight and Passage.
	ASSAYE Capt. G. W. Cookman	About 14th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA Capt. S. Borcham	Noon 2nd Sept.	See Special Advertisement
LONDON and ANTWERP	SOCOTRA Capt. H. J. Coldwell	About 5th Sept.	Freight only
VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.R.	About 20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	— Capt. H. W. A. Clark	About 7th Sept.	Freight only

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SINGAN"	On 29th Aug., 8 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 29th Aug., 4 P.M.
SINGAPORE, SAMARANG and SOURABAYA	"SHANTUNG"	On 29th Aug., 4 P.M.
SHANGHAI	"CHINHUA"	On 31st Aug., 4 P.M.
CHEFOO and TIENTSIN	"KUBICHOW"	On 1st Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 5th Sept., 4 P.M.

DIRECT SAILINGS TO WEST LIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidsips; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

ND—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung. Telephone 35

REDUCED FARES.—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE,
For Freight or Passage apply to—
Hongkong, 26th August, 1911. AGENTS. [10]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN" ...	Capt. J. S. Roach	TUESDAY, 29th Aug., at 1 P.M.
"HAIYANG" ...	Capt. J. W. Evans	FRIDAY, 1st Sept., at 1 P.M.
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 5th Sept., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th August, 1911.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG"	Tuesday, 29th Aug., Noon.
TIENTSIN	"CHIPSING"	Friday, 1st Sept., Noon.
SHANGHAI, KOBE & MOJI	"NANSANG"	Friday, 1st Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 2nd Sept., Noon.
MANILA	"YUONSANG"	Saturday, 2nd Sept., 2 P.M.
MANILA	"LOONGSANG"	Saturday, 9th Sept., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagizae Ports, Tsingtau, Weihaiwei, Chefoo Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 26th August, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPFSSCHIFFARTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean. Levantine, Black Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. RHEINFELS ...	26th Aug.
S.S. SUEVIA ...	6th Sept.
S.S. SENEGAMBIA ...	20th Sept.
S.S. BAYERN ...	6th Oct.
S.S. ARCADIA ...	16th Oct.
S.S. SCANDIA ...	3rd Nov.
S.S. SPANIA ...	16th Nov.
S.S. SUEVIA ...	2nd Dec.

For Further Particulars, apply to—

FOR HAVRE, BREMEN & HAMBURG:	TO SAIL
S.S. AMBRIA ...	31st Aug.
For HAVRE & HAMBURG:	
S.S. ALESIA ...	15th Sept.
For HAVRE, ROTTERDAM & HAMBURG:	
S.S. PREUSSEN ...	20th Sept.
For HAVRE & HAMBURG:	
S.S. RHEINFELS ...	29th Sept.
For HAVRE, BREMEN & HAMBURG:	
S.S. SUEVIA ...	12th Oct.
For ROTTERDAM & HAMBURG:	
S.S. FURST BULOW	14th Oct.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 26th August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greens	FRIDAY, 15th Sept., at Noon.
AMERICA MARU	21,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TEIYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHIYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

Triple Screws, turbine engines. • Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th September, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG

To LONDON	£71.10.0
To VALPARAISO	Yen 370.00

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TEIYO MARU" "CHIYO MARU" and "SHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIAM	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIAM	18,000	SATURDAY, 27th Jan., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALEON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (Opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight.
	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 13th Sept., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 27th Sept., at Daylight.
VICTORIA, P.C. & SEATTLE	KAMAKURA MARU Capt. B. Koo	7,000	SATURDAY, 9th Sept., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 12th Sept., at 4 P.M.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Tanaka	5,000	WEDNESDAY, 30th Aug.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
KOBE and YOKOHAMA	AKI MARU Capt. K. Honma	7,000	THURSDAY, 31st Aug., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. K. Seyoda	7,000	TUESDAY, 5th Sept.

Onitting Keelung and Shimizu.
Fitted with New System of Wireless Telegraphy. • Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE AND CALCUTTA.

Regular Service (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," TONS 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 5 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

1061-14-401 T. KUSUMOTO, MANAGER.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:— 16, DES VUEX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOUR arranged to ALL PARTS of the WORLD.

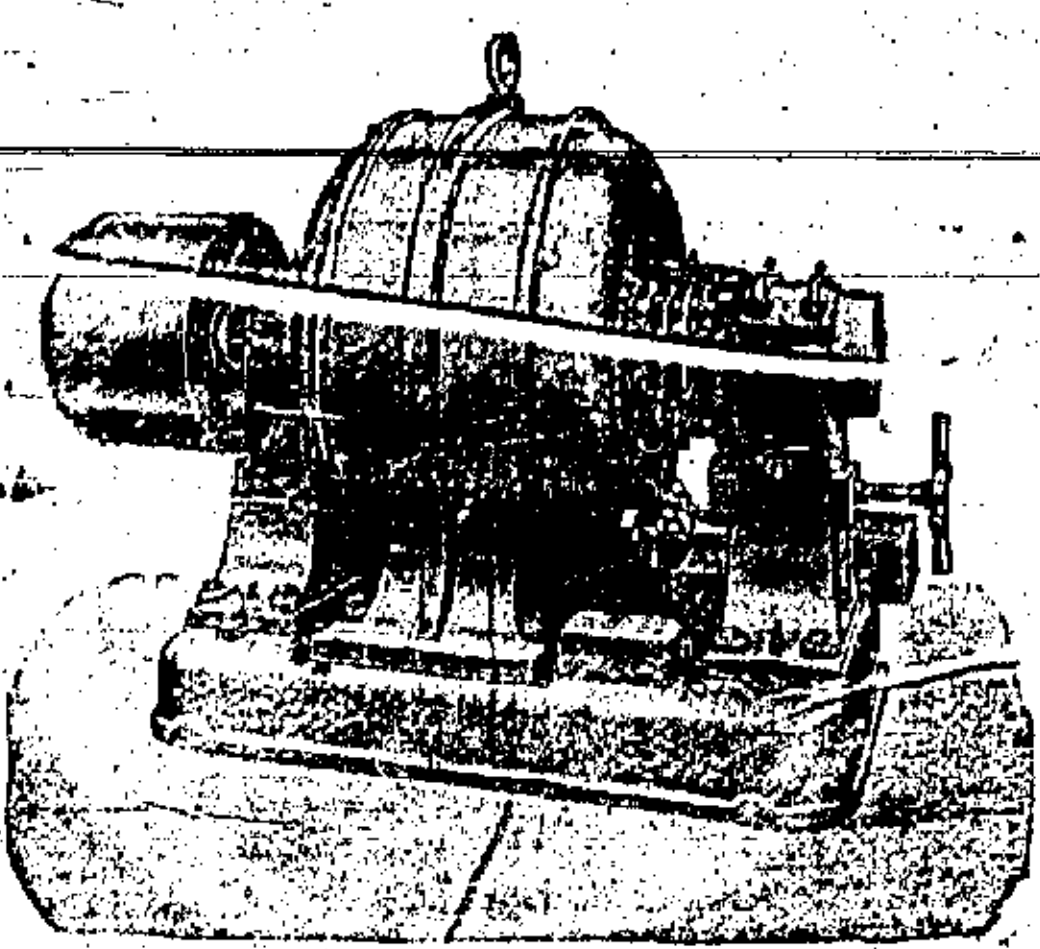
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS LONDON, E.C.

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**Elektrizitäts
Actiengesellschaft**

Titan
BERGERHOF
RHLD.

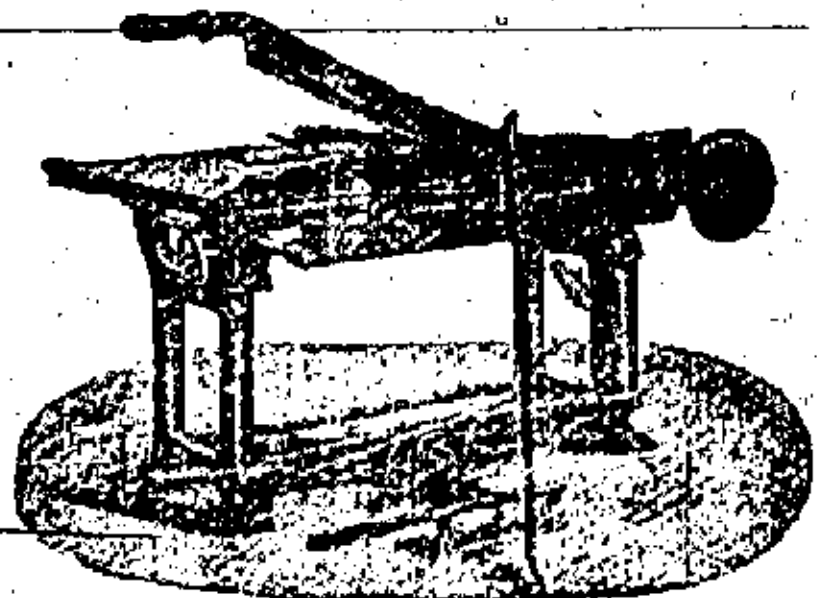
**ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.**

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 25th August, 1911.



AUGUST FOMM LEIPZIG = R
MANUFACTURERS OF
ALL KINDS OF
MACHINES
AND
PRESSES
FOR
PRINTING AND
BOOKBINDING.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 25th August, 1911.

noehi Extra Dry
goat american

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 15th August, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The *Touane*, with the Siberian Mail, is due to arrive here to-day.

The *Delta*, with the English Mail, left Singapore on Friday, the 25th inst., at 6.30 p.m., and may be expected here on about Wednesday, the 30th inst., at 6 a.m. This packet brings the parcel mail closed in London for despatch by the all sea route on the 26th July, and for despatch overland on the 2nd August.

The *Caledonia*, with the French Mail, left Saigon on Friday, the 25th inst., and may be expected here to-day.

The *Manchuria*, with the American Mail, may be expected here to-day.

FOR	PER	DATE
Macao	Sui Tai	Monday, 28th, 1.15 P.M.
Hongkong and Haiphong	Singap	Monday, 28th, 5.00 P.M.
Shanghai, Nagasaki, Kobe and Yokohama	Caledonia	Monday, 28th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE	Paklat	Monday, 28th, 5.00 P.M.
Swatow and Bangkok		
Swatow and Shanghai	Choyang	Tuesday, 29th, 10.00 A.M.
Singapore, Penang and Calcutta	Catherine Apear	Tuesday, 29th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN.		
Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.		
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.		
Swatow, Amoy and Foochow	Haitan	Tuesday, 29th, 1.15 P.M.
Macao	Sui Tai	Tuesday, 29th, 1.15 P.M.
Manila, Cebu and Iloilo	Tamag	Tuesday, 29th, 1.15 P.M.
Singapore, Samang and Sourabaya	Shantung	Tuesday, 29th, 3.00 P.M.
Kobe and Moji	Nippo Maru	Tuesday, 29th, 4.00 P.M.
Singapore, Penang and Colombo	Hirano Maru	Tuesday, 29th, 5.00 P.M.
Fort Bayard and Haiphong	Sikang	Wednesday, 30th, 8.00 A.M.
Swatow, Amoy and Foochow	Chosien Maru	Saturday, 30th, 9.00 A.M.
Nagasaki, Kobe and Yokohama	Nippo Maru	Wednesday, 30th, 11.00 A.M.
Swatow and Sourabaya	Sui Tai	Wednesday, 30th, 1.15 P.M.
Manila, Cebu and Iloilo	Zafro	Wednesday, 30th, 1.15 P.M.
Shanghai	Delta	Wednesday, 30th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE		
Macao	Sui Tai	Thursday, 31st, 1.15 P.M.
Shanghai	Chinkua	Thursday, 31st, 3.20 P.M.
Tientsin		
Shanghai, Kobe and Moji	Chipsing	Friday, 1st, 10.00 A.M.
Manila (Taking Mails for Cebu and Iloilo), Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Luncheon, New Zealand, Melbourne, Dunedin, Adelaide, Perth, and Fremantle	Namsang	Friday, 1st, 10.00 A.M.
Yavata Maru		Friday, 1st, 10.00 A.M.
Friday, 1st, Printed Matter and Samples		
Registration		10.15 A.M.
(Registration, with late fee of 10 cents up to 11.00 A.M.)		
Registration, Kowloon		9.30 A.M.
No late fee		
Letters		11.00 A.M.
Swatow, Amoy and Foochow	Hayang	Friday, 1st, Noon
Macao	Sui Tai	Friday, 1st, 1.15 P.M.
Chow and Tientsin	Kuichow	Friday, 1st, 3.00 P.M.
Singapore, Penang and Calcutta	Fooksang	Friday, 1st, 3.00 P.M.
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.)		
The Parcel Mail will be closed on Friday, 1st instant, at 5 P.M.		
Manila (Taking Mails for Cebu and Iloilo)	Yuenang	Saturday, 2nd, 1.00 P.M.
Macao	Sui Tai	Saturday, 2nd, 1.15 P.M.
Shanghai	Anhui	Saturday, 2nd, 5.00 P.M.
Swatow, Amoy and Foochow	Huehing	Tuesday, 5th, Noon
Manila, Cebu and Iloilo	Yean	Tuesday, 5th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow
Macao
Chow and Tientsin
Singapore, Penang and Calcutta
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.)
The Parcel Mail will be closed on Friday, 1st instant, at 5 P.M.
Manila (Taking Mails for Cebu and Iloilo)

China
Friday, 1st, Printed Matter and Samples
Registration
(Registration, with late fee of 10 cents up to 11.00 A.M.)
Registration, Kowloon
No late fee
Letters
Hayang
Sui Tai
Kuichow
Fooksang
Yuenang
Sui Tai
Anhui
Huehing
Yean

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

August 26th.

ON LONDON —		August 20th, 1902.
	Telegraphic Transfer	19 1/2
	Bank Bills, on demand	19 1/2
	Bank Bills, at 30 days' sight	19 1/2
	Bank Bills, at 4 months' sight	19 1/2
	Credits, at 4 months' sight	19 1/2
	Documentary Bills 4 months' sight	19 1/2
ON PARIS —	Bank Bills, on demand	226
	Credits, at 4 months' sight	230
ON GERMANY —	On demand	183 1/2
ON NEW YORK —	Bank Bills, on demand	43 1/2
	Credits, at 60 days' sight	44 1/2
ON BOMBAY —	Telegraphic Transfer	133 1/2
	Bank, on demand	134
ON CALCUTTA —	Telegraphic Transfer	133 1/2
	Bank, on demand	134
ON SHANGHAI —	Bank, at sight	75
	Private, 30 days' sight	75 1/2
ON YOKOHAMA —	On demand	87 1/2
ON MANILA —	On demand—Pesos	87 1/2
ON SINGAPORE —	On demand	75
ON BATAVIA —	On demand	10 1/2
ON HAIPHONG —	On demand	11 1/2
ON SAIGON —	On demand	1 1/2
ON HONGKONG —	On demand	8 1/2
SOVEREIGNS, Bank's Buying Rate		\$11.10
GOLD LEAF, 100 fine, per tael		\$57.80
BAE SITVAK, per oz.		24 1/2
SUBSIDIARY COINS.		
		per cent.
Chinese	20 cents pieces	\$6.27 discount
Chinese	10	\$6.65
Hongkong	20	\$6.18
Hongkong	10	\$6.53

SHARE LIST—QUOTATIONS. HONGKONG, AUGUST 25th, 1911.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS CASH
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$887 1/2 x d. sal.
China Borneo Company, Limited	60,000	\$12	all	\$285 10/ x div.
China Light and Power Company, Limited	50,000	\$5	all	\$9 1/2 buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$1.55, sellers
COTTON MILLS—				
Raw Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 37
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 42 1/2
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 51
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 23
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$23, buyers
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49 1/2, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$52 x d. buyers
New Amoy Dock Co., Limited	10,000	\$50	all	\$8, sellers
Shanghai Dock and Engineering Co., Ltd.	50,000	Tls. 100	all	Tls. 58, buyers
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 87
Green Island Cement Co., Limited	400,000	\$14	all	\$13.90
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$12.00
Hongkong Electric Co., Limited	60,000	\$10	all	\$21 1/2, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$115
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$175 x d. div., sal.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$6 1/2, buyers
INSURANCE—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$200, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$105, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160, sellers
Union Insurance Society, Limited	12,000	\$250	\$100	\$812, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$215, @ Ex 73.
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$27 1/2, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90 1/2
West Point Building Co., Limited	12,500	\$50	all	\$45, buyers
MINING—				
Societe Francaise des Charbonnages du Tonkin	16,000	Fes. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$24, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$12
Philippine Co., Limited	50,000	\$10	all	\$100
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$136, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$30, buyers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$20, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$28 1/2, sales
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	\$66, (1/2) don.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$7 1/2, sal.
Star Ferry Company, Limited	10,000	\$10	all	\$16 1/2
South China Morning Post, Limited	6,000	\$25	all	\$25
Steam Laundry Company, Limited	20,000	\$5	all	\$6
STOCKS AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$2, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$6
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4 \$10.
Union Waterboat Co., Limited	100 fiders	\$10	all	\$300.
RUBBER—				
Para Rubber in London				4/10 per lb., buyers.
Loans.	Amount	Value	Interest	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

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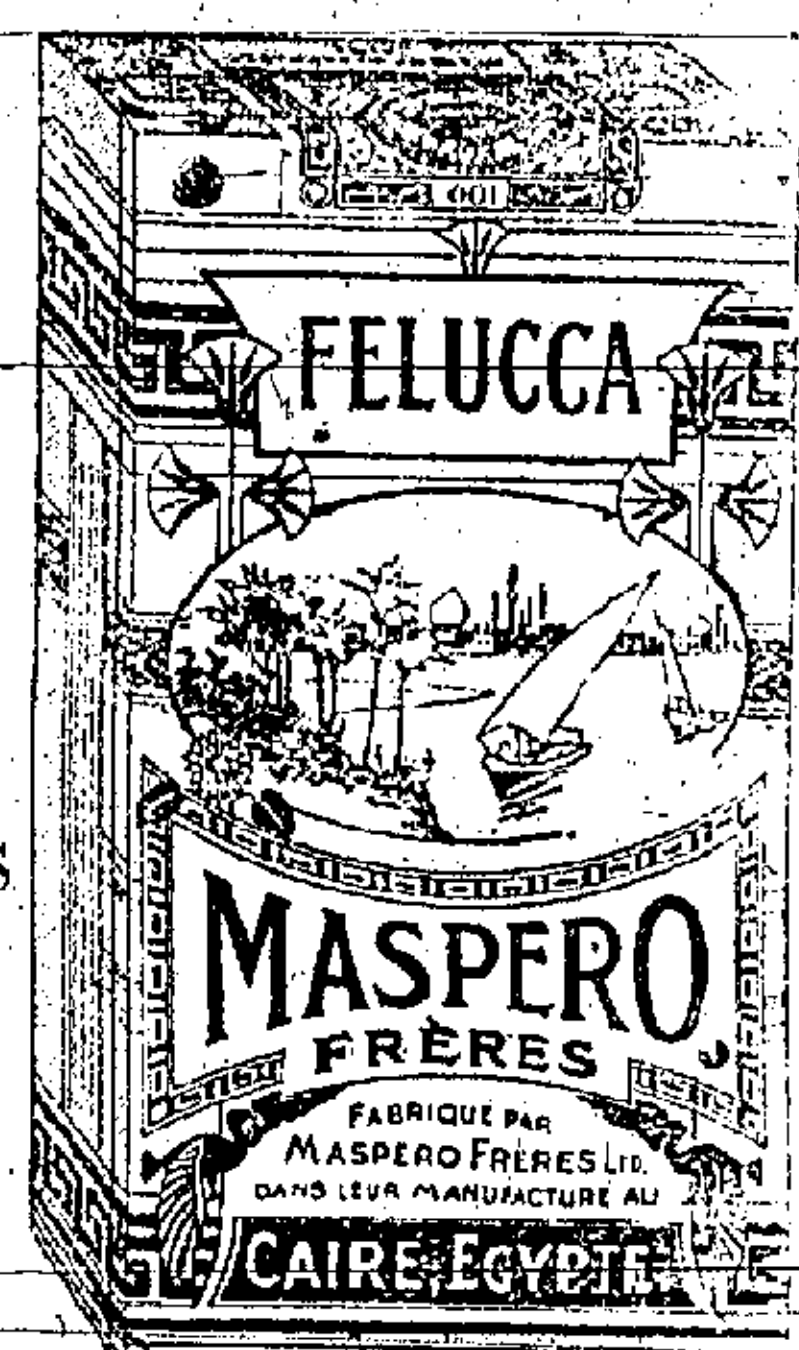
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TO-DAY

3 P.M.—Auction of Crown Land at Conduit Road, by Public Works Dept.

FORTHCOMING EVENTS.

Wednesday, 30th August—Extraordinary General Meeting of the Royal Hongkong Golf Club, at Club House, Happy Valley, 6.30 P.M.
Saturday, 2nd Sept.—Grand Promenade Charity Concert on the Volunteer Parade Ground, 9.15 P.M.

ON SALE.

A TABLE OF THE
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